

4.0 FREMONT'S KEY STRATEGIES

The Fremont Urban Neighborhood Coalition identified four "Key Strategies" which will focus future redevelopment and integrate community enhancement efforts within Fremont. The **Fremont Plan** is organized around these Key Strategies which combine many individual "Recommended Actions" (Section 5.0) into important integrated projects. FUNC believes implementation of these projects and the actions which constitute them are essential for the implementation of the **Fremont Plan** and Fremont's future. Fremont's Key Strategies address the larger aspirations of the Fremont community and target specific geographic, social, character, and mobility objectives.

Fremont's Key Strategies include:

1. Fremont Transportation - Neighborhood Circulation Plan & Traffic Improvements
2. Fremont Mosaic & Neighborhood Design Plan
3. Fremont Community Center
4. Fremont Troll

The individual Recommended Actions upon which each of the Key Strategies is constructed are referenced in each of the descriptions which follow. The Key Strategies focus on solutions to Fremont's transportation issues and circulation, attempt to establish and retain a unique Fremont community character, and create a neighborhood center for community identity and enrichment. Each of the Recommended Actions will be presented in detail in the following subsections.

4.1 FREMONT TRANSPORTATION - NEIGHBORHOOD CIRCULATION PLAN & TRAFFIC IMPROVEMENTS

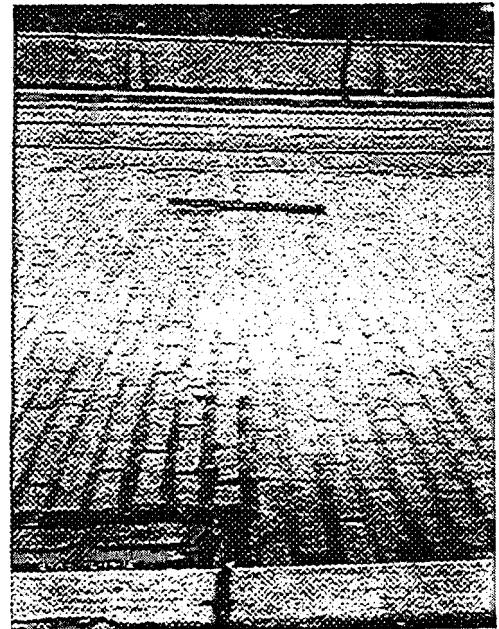
Transportation and circulation are important issues in Fremont. The neighborhood provides a major urban crossroads, and many competing uses traverse the neighborhood's streets. This Key Strategy is intended to help remedy existing congestion and start the process of untangling Fremont's circulation knot. Figure 4-1 maps some of the important recommendations that constitute this Key Strategy.

Objective

To enhance circulation in Fremont and create a truly great transportation system that accommodates multiple uses while fostering community livability.

Fremont Transportation Essential Recommended Actions

Evaluate closing N. 35th Street between Evanston and Fremont Avenue to through-traffic. Retain parking and delivery functions (Ala.) - If adjacent private property owners agree, close the segment of N. 35th Street between Evanston and Fremont Avenue (Center of the Universe) to through-traffic. Consider keeping the parking and delivery use of the street.

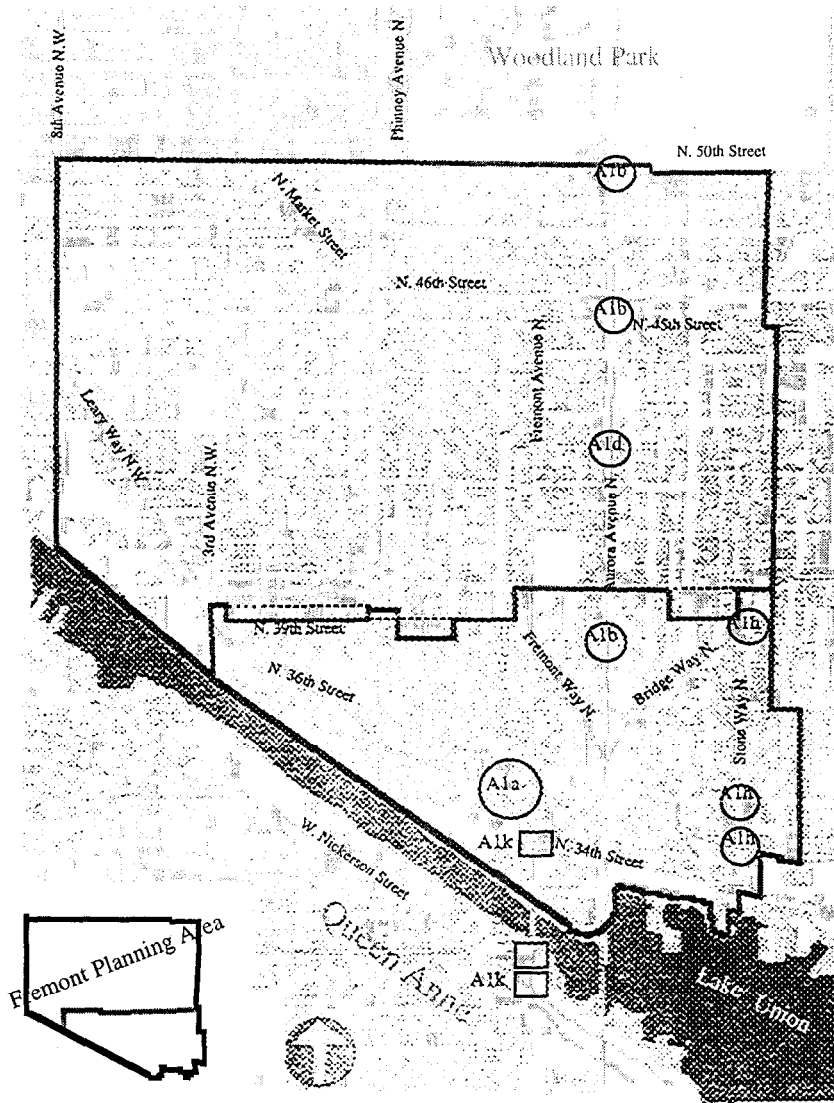


Fremont Avenue Brick Pavers, 1915

Extend sidewalk and plaza to cross existing drive lane. This is an urban design recommendation intended to test the feasibility of making this roadway into a plaza-like amenity in downtown Fremont. The project would occur within the Urban Village.

Prepare Fremont Neighborhood Circulation Plan (AI) - Circulation Plan will address circulation in Fremont and would build upon any regional transportation studies.

Figure 4-1



FREMONT TRANSPORTATION - CIRCULATION PLAN & TRAFFIC IMPROVEMENTS

Approximate Locations Not All Recommended Actions Are Shown

The Fremont Circulation Plan will provide the framework within which Fremont traffic circulation and street improvement recommendations can be developed to ensure regional compatibility and mutual support among neighborhoods. The plan will be used to verify and refine the transportation actions proposed in this plan.

The Fremont Circulation Plan will address, but may not be limited to, the following issues areas:

- Fremont Bridge operations;
- Downtown Fremont access and circulation;
- Arterial corridor pedestrian improvements;
- Bicycle improvements;
- Traffic management and calming, spot improvements;
- Car sharing strategies; and
- Other identified issue areas.

The intent of the Fremont Circulation Plan is to ensure adequate circulation while balancing the livability needs of the

community. This study will address circulation throughout the Fremont neighborhood.

Improve northbound ramp connections to/from Aurora Avenue to the interchanges with N. 38th Street, N. 46th Street, and N. 50th Street (A1b.) - Improvements to improve access to Aurora Avenue N. Improvements will include:

- Provide/Improve/extend acceleration and deceleration lanes;
- Improve lane configuration, geometry, traffic control, and bike/ped. facilities at ramphead intersections;
- Install traffic calming measures on the local residential streets that serve as part of the interchanges (i.e., the sidewalks that link Aurora Avenue to N. 38th St., N. 46th St., N. 50th St. in lieu of exclusive ramps);
- Add directional signage.

This project is part of needed Aurora Avenue/SR99 access improvements and would be applicable to the entire Fremont neighborhood.

Eliminate Aurora Avenue traffic from local residential streets (A1c.) - Improve livability in areas near Aurora Avenue. This project will include:

- Close unneeded sidestreet connections to Aurora Avenue;
- Install traffic control and/or traffic calming measures to prevent use of Linden Avenue and Whitman Avenue (and other north-south streets parallel to Aurora Avenue) as “frontage roads” between the main interchanges;
- Install traffic calming measures on any local residential streets that will continue to be used for Aurora access.

This project is part of needed Aurora Avenue/SR99 access improvements and would apply to the entire Fremont neighborhood.

Develop an exclusive bicycle/pedestrian crossing of Aurora Avenue in the vicinity of N. 43rd Street and link the new crossing with Wallingford’s proposed N. 46th Street-N.47th Street bicycle/pedestrian corridor (Ald.) - This recommendation would provide a pedestrian crossing of Aurora Avenue to link neighborhoods east and west. A historic pedestrian overpass was constructed near this location (at 41st Street at Aurora Avenue) in the 1930s when it was clear that this regional roadway would separate the Fremont neighborhood.



Pedestrian Bridge - Aurora Avenue N. at N. 41st Street, 1936

Seattle Municipal Archive

This project is part of needed Aurora Avenue/SR99 access improvements and would serve the entire Fremont neighborhood.

Modify street configuration and traffic control to improve traffic circulation and minimize traffic and pedestrian conflicts (Ale.) - Within the context of the proposed circulation plan consider providing selected improvements to improve circulation in Fremont, including:

- Return some or all one-way street segments to two-way operation (N. 34th Street, Evanston-Fremont Avenue; 35th Street, Evanston-Fremont Avenue; Evanston Avenue, N. 36th Street-N. 36th Street;
- Request the SeaTran identify a way to reduce awkward truck movements in downtown Fremont;
- Modify channelization and traffic control at N. 34th Street/Fremont Avenue, N. 35th Street/Fremont Avenue/Fremont Place, N. 36th Street/Dayton Avenue, and N. 36th Street/Evanston Avenue:

This recommendation would be applicable to the Urban Village.

Prepare “Aurora Avenue Diversion/Detour Plan (A1f.) - Occasionally, conditions on Aurora Avenue (e.g., accident, construction, etc.) warrant the diversion of traffic into and through the Fremont neighborhood. When this occurs, it can create severe congestion. This recommendation proposes the creation of a Diversion/Detour Plan that identifies the street and traffic control improvements needed to better accommodate traffic diversions.

This project is part of needed Aurora Avenue/SR99 access improvements and would be applicable to the entire Fremont neighborhood.

Prepare a Stone Way corridor circulation plan (A1g.) - The Stone Way corridor is an important transportation route through Fremont. Coordinated planning for traffic is a must and should be coordinated with plan of other neighborhoods, including Wallingford.

This project is part of needed Aurora Avenue/SR99 access improvements and would be applicable to the entire Fremont neighborhood.

Modify/improve channelization and traffic control at key Stone Way intersections (Alh.) - Concurrent with circulation planning in this corridor and coordinated with other neighborhoods, including Wallingford. The following improvements are recommended:

- N. 34th Street/Stone Way/Northlake/Woodland Park Avenue N. - including Northlake Way to/from the west; (also consider means of reducing/discouraging use of Northlake Way as a “short-cut” route from UW by traffic trying to avoid congestion on either east-west arterials-such traffic congests the intersection and severely limits access to/from the waterfront industrial area located to the west along Northlake Way);
- N. 35th Street/Stone Way;
- N. 39th Street/Stone Way/40th Street/Bridge Way;
- Leave on-street parking both sides.

This action would be applicable to the entire Fremont neighborhood.

Modify channelization and traffic control to improve safety and convenience of bicycle travel through Fremont Bridge intersections (Alk.) - Within the context of the proposed circulation plan consider modifying channelization and traffic control to improve safety and convenience of bicycle travel through:

- Dexter/Westlake/Nickerson/Fremont Avenue N.;
- Fremont Avenue N./N. 34th Street.

This action would be applicable to the entire Fremont neighborhood.

Encourage Alley Access for new developments on Stone Way to improve business access and reduce congestion (A1i) - Alley access will help reduce congestion on Stone Way when trucks and other vehicles access commercial sites.

This would be applicable to the Urban Village.

Improve intersection of Stone Way at Bridge Way N. for pedestrians and bicyclists as well as truck access (A1j) - To reduce conflicts between various modes of travel at this Urban Village location.

Study reconfiguration of Bridge Way to address auto, truck, and bicycle traffic flow (A1l.) - Accommodate truck movements.

4.2 FREMONT MOSAIC & NEIGHBORHOOD DESIGN PLAN

The Fremont Mosaic and Neighborhood Design Plan recognize the unique and eclectic character of the Fremont neighborhood. The intent of this Key Strategy is to enhance Fremont's character, create a more interesting and livable urban environment, and provide an opportunity for the community to direct development.

Objective

To enhance the unique character and sense of place this is "Fremont."

Fremont Mosaic and Neighborhood Design Plan Essential Recommended Actions.

Develop "Mosaic" approach "toolbox" for application in Fremont urban design initiatives and community projects. Develop a strategy and methodology to ensure that the City of Seattle will accommodate alternative sidewalk treatments (implement the Mosaic approach (CH2(B1))) - The "Mosaic" approach is intended to enhance the unique and eclectic character of the Fremont neighborhood. The Mosaic approach to community design projects in public rights-of-way would be two-fold: 1) Mosaic Toolbox; and 2) Mosaic process. The Mosaic approach will work with people on site with the Mosaic palette of possible characteristics and amenities. Local residents, property owners, and business owners will use the palette to create their own local government.

Develop "Mosaic" approach (i.e., "toolbox") or other design approach via the following:

1. A design professional would be contracted by DON and the Fremont Neighborhood community organizations to develop the Fremont Mosaic toolbox.
2. The "Mosaic" approach will provide a framework to approach urban streetscape design/treatment decisions throughout Fremont, including pedestrian-scale lighting for safety.



3. The Mosaic will provide a set of possible approaches to streetscape issues, downtown character projects, and public sites that can be mixed to create location-specific improvements.

4. The Fremont Mosaic will include visual guidelines, concepts, and textural descriptions of various possible streetscape treatments arranged in a manner in which stakeholders can select various elements to create their own urban design amenities.

(This is the "toolbox" or other method to identify desired designs)

5. The Fremont community will work out a method to ensure that City departments accommodate alternative sidewalk treatments throughout Fremont, consistent with the "Mosaic" approach.

Projects will be implemented via this approach and in conjunction with the City, community groups, and local property owners, residents, and business owners.

(This is the "process" by which the designs can be identified and implemented)

This action could be applied to the entire Fremont neighborhood, but it's focus would first be the Urban Village.

Protect views of Lake Union and the Ship Canal from N. 34th Street (B2) - Identify specific north-south rights-of-way (streets) that terminate at Lake Union or the Ship Canal and other City-owned property which provide view amenities to the lake and canal. These should be protected from development in a manner to ensure that views of Lake Union and the Ship Canal are retained. City will list these streets and open areas as "view corridors" in the City's SEPA ordinance to ensure review during the environmental process.

The intent is to protect view corridors to the lake and canal. Development on City-owned ROW and other public properties should be restricted.

This action would be applicable to the Urban Village.

Develop a Fremont "Neighborhood Design Plan" to address issues of future development within the Urban Village and give oversight to the proposed Stewardship Committee to implement the plan (B3) - In this recommendations "plan" means "process." Retain a design professional/planner to develop a Fremont Neighborhood Design Plan which will serve as a foundation for neighborhood review and response to development/change in the neighborhood. The Design Plan should:

1. Clearly identify, address, and document the specific attributes and qualities of Fremont that are important and critical to it's character and quality of life.
2. Prepare a road map for use by potential developers and neighbors to manage development and change in the neighborhood.

3. Establish a means to communicate between developers and the neighborhood (early warning) regarding new development intentions and plans within the Urban Village (tie into permit process) .:
 - Augment current design review process with an “early warning” process (Fremont Early Warning Noticing Process?);
 - Establish a Fremont Design Review Committee with representatives from various community groups;
 - Prepare a MOU between the City of Seattle and the Fremont community groups regarding roles and responsibilities for design review over development projects in Fremont;
 - Define relationship of process and organization to the existing City of Seattle Design Review Board(s) and design review process;
 - Create a Client Assisted Memorandum (DCLU) explaining the Fremont design review and permit process.
4. Extend design review to all commercial properties in the Urban Village, exempt single-family.

Study and creation of guidelines will require additional funding outside this plan. Fund through DON Matching Grant or other means.

Design guidelines should be Fremont-specific and would supersede the City’s Design Guidelines for Commercial and Multifamily zones.

This action would be applicable to the Urban Village,

Ensure that all design review processes (existing and proposed) include a review for Crime Prevention Through Environmental Design (CPTED) and “defensible space” and other safety-related principles (B4) - All existing and proposed design review programs should address the issue of defensible space and other safety-related issues along with other urban design issues.

This action is applicable to the Fremont Planning Area.

Assure safe uses of Fremont parks and open spaces (B5) - Apply safety and security principles in park and open space design. Evaluate park plans for lighting and defensible space. Work with the Seattle Police Department to review park and open space design issues. Patrol parks and open spaces, especially where problems have occurred.

This action would be applicable to the entire Fremont neighborhood.

4.3 FREMONT COMMUNITY CENTER

Fremont has told FUNC that it wants it’s own community center. The Fremont Community Center (“Center” of the Universe?) is envisioned as a place where an active community will communicate and recreate, meet, teach, and socialize. This Key Strategy generated tremendous interest as well as more than a few great ideas.

Objective

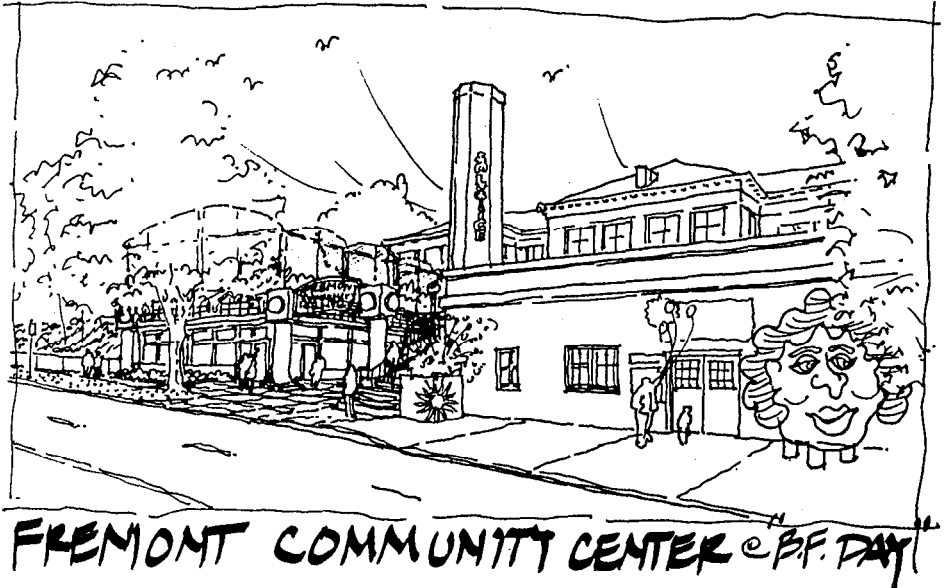
To create a neighborhood community center which will become the focus of an active and creative community.

Fremont Community Center Essential Recommended Actions

Fund a feasibility study for the development of a new Fremont Community Center (C1) -

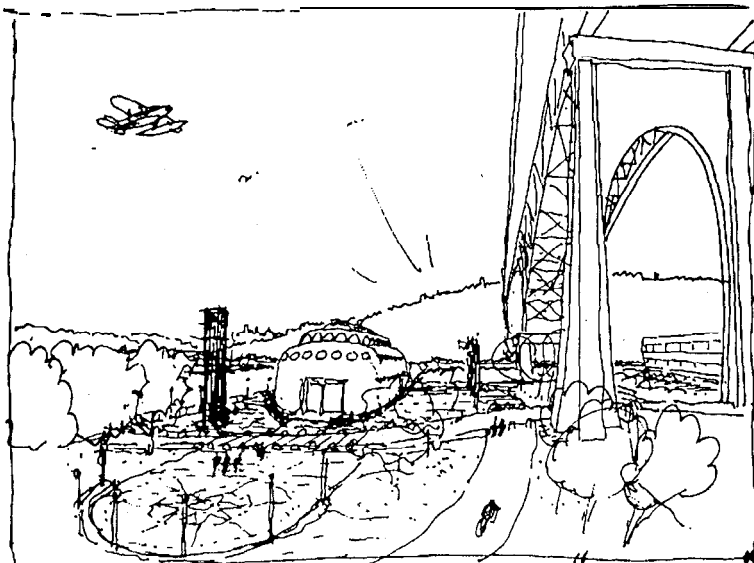
Fremont needs a community center in the Urban Village where the community and visitors can find:

- City Service Center;
- Community bulletin board - kiosk;
- Center for transit and housing information, and community info;
- Space for programming senior activities;
- Rooms for informal meetings, reading, and for games;
- Other neighborhood services;
- Art exhibits and arts-related activities and info;
- Class space;
- Community meeting room;
- Space for organizations to meet, store materials, and have office space;
- Other activities and amenities;
- Support services information.



The study would identify what services are most appropriate. Ideally, the facility would be 5,000 square feet to 20,000 square feet, depending on the uses selected.

An appropriate site/venue will be identified for the center. The site must provide access be a variety of transportation modes. Potential sites include:



- BF Day School - Fremont Avenue, some facilities are presently used by the Fremont Arts Council;
- Floating Structure - Kalakala at Ship Canal/Lake Union;
- N. 36th Street between Troll and Linden;
- Location adjacent to the Fremont Baptist Church;
- Use of Ross Playground Building; or
- Public/Private partnership with Boys and Girls Club.

Identification of funding will be the first step toward development.

The community has expressed a strong desire for a community-arts center within the Urban Village, and many ideas for an appropriate location have been discussed, including the use of the refloated Kalakala as a floating facility.

This project will be located within the Urban Village.

4.4 FREMONT TROLL

The Fremont Troll and surrounding environs are recognized by the Fremont community as a potential parks and open space/arts amenity unique to the neighborhood and worthy of developing for the enjoyment of everyone in Fremont. This Key Strategy builds upon several important actions, which focus on the Troll, the area under Aurora Bridge, and nearby open space linkages, to create a special sense of place in Fremont.

Objective

To promote a unique arts/open space amenity in downtown Fremont that can capitalize on the Fremont Troll as a unifying theme.

Fremont Troll Essential Recommended Actions

Rename Aurora Avenue N. (under Aurora bridge) to "Troll Way N." (D1) -

Rename this roadway segment from N. 34th Street to the Troll consistent with the Troll Sculpture.

This is an Urban Village project.



Develop Hill Climb (steps) between N. 35th Street and N. 36th Street to connect the Troll site with the property west of the Fremont Library (D2) - Make a formal connection between these two community amenities - acquire an easement to complete the Hill Climb and construct steps between the Troll and the property west of the Fremont Library; N. 35th Street to N. 36th Street near the Fremont Baptist Church. Project will include mid-block crosswalk across N. 35th Street.

This is an Urban Village open space project.

Support Fremont community discussions with Washington State Department of Transportation (WSDOT) about Troll Park Space (D3) - Work with WSDOT to use public right-of-way to the east and west of the Troll and Aurora Bridge for a public Park. Work with WSDOT to develop a maintenance plan for the Troll site and proposed park (Adopt-a-Park Program?). Park would include both sides of Aurora Avenue N. Integrate proven safety measures in the development of the Troll Park space.

This is a unique open space opportunity - an open space park with excellent views of the Aurora Bridge crossing the Ship Canal and downtown Seattle.

The Fremont neighborhood is now in the process of discussing the use of this site with WSDOT.

This is an Urban Village open space project.

Maintain adequate lighting at the Troll site and at other public art sites to ensure public safety (D4) - Lighting throughout the community is always a concern. Art sites (especially the Troll) are visited often, but do not have adequate lighting for safety.

This is an Urban Village project.

Troll site development and maintenance (D5) - The City of Seattle should work with the Fremont community to ensure the safety and maintenance of the Troll site. This would include funding for lighting and cleanup as well as the development of a long-term solution to site ownership and ownership of surrounding properties.

This is an Urban Village project.

5.O FREMONT'S RECOMMENDED ACTIONS

Approval & Adoption Matrix

5.1 INTRODUCTION

The foundation of the *Fremont Plan* is its Recommended Actions or “Recommendations” which are individual activities or project solutions which FUNC identified during Phase II. These recommendations are intended to address specific issues raised during both Phase I and Phase II.

Recommendations are presented in the City of Seattle’s preferred “Approval & Adoption Matrix” format. The A&A Matrix classifies recommendations into one of two categories:

1. “Key Strategies” (those actions which are part of one or more of the Key Strategies described in Section 4.0. These recommendations will have the highest neighborhood priority.
2. “Additional Activities for Implementation” (those actions which are considered reasonably undertaken in the “near-term.” These recommendations are also higher priority, but are not part of a Key Strategy. Near-term actions have a high priority with the City and may also be implemented quickly because they often require less funding or staff/community effort..

5.2 APPROVAL & ADOPTION MATRIX

The Approval & Adoption Matrix with Fremont’s Recommended Actions begins on the following page.

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